Registered No. M. 1175.

The Mysore Gazette

PUBLISHED BY AUTHORITY

87] BANGALORE, THURSDAY, JANUARY 3, 1952 [No

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PART I

IMPORTANT GOVERNMENT ORDERS

LOCAL SELF-GOVERNMENT SECRETARIAT

mmunications issued from Government Offices should bear the names of signing officers, typewritten or in block letters below the signature.

OFFICIAL MEMORANDUM.

ORDER No. M. 16751-900—G.M. 47-51-1, DATED BANGALORE, THE 19TH DECEMBER 1951.

Government observe that in spite of repeated circular ructions that every officer should sign his name legibly, munications bearing illegible signatures are still being ived in the Secretariat and in the offices of the Heads epartments. It is, therefore, directed that in future typewritten communications issued from Government fices should contain the name of the officer signing the munication, typewritten in brackets below the signa-. All communications issued in manuscript should e the name of the officer signing, written in block letters rackets below the signature.

Any case of infringement of these instructions may be ported to Government for taking disciplinary action inst those responsible.

By Order of His Highness the Maharaja,

K. BALASUBRAMANYAM,
Secretary to Government,
Local Self-Government Department.

Reviews the Administration Report of the Mysore Gov ment Road Transport Department for the y 1950-51.

READ—

Report on the working of the Road Transport Department the year ending 31st March 1951, received with letter No. M.R.T./ —3380—51-52, dated the 19th October 1951, from the General Man Road Transport Department.

ORDER No. T. 5770-72.—R.T. 68-51-4, DATED BANGALORE, THE 21ST DECEMBER 1951.

Recorded.

2. Sri N. Puttarangaswamy, B.Sc., continued to be General Manager till the 11th December 1950, when Ja A.S. Khalcel, B.A., B.L., succeeded him.

3. One Chevrolet pick-up van, one station wagon one second-hand motor car were purchased during 1950- The proposal to purchase 30 Chevrolet buses in addition the existing 150 buses was under consideration.

4. As some of the services were not remunerative t were suspended temporarily. A number of buses had to put under major repairs having done heavy mileage. Th were 158 services only in operation as against 170 dur 1949-50.

5. The total mileage performed daily by all the vehi including diesel buses was 13,388 (13,345). The aver quantity of petrol consumed daily was 1,037 gall (1204·4) and the distance covered by petrol buses v 11,282 miles per day on an average. The performance petrol buses was 10·88 (11·087) miles per gallon.